



VOL. IX NO. 4.

CLEVELAND, O., JANUARY 27, 1887.

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AROUND THE LAKES.

CLEVELAND.

Captain Ed Kelley will again sail the steamer Wocoken.

The Variety Iron Works are to build a new boiler for the fishing steamer Markwell.

Captain Lucius Young, last year in the Cormorant, will sail the steamer Egyptian.

Captain Charles Swartwood, who is now living at Lorain, was in the city on Monday.

Captain George A. Brown, of the steamer Jay Cooke, was in the city Wednesday and Thursday.

Captain Tim Lemay, late of the schooner J. C. King, will sail the steamer Annie Smith the coming season.

Captain William P. DeWolf, formerly master of the schooner Brunette, will command the steamer Cormorant.

Captain A. J. Fox, for several seasons master of the steamer B. F. Eerris, is to sail the side wheel steamer Alaska.

Captain J. Higgins, last season in the schooner Sage, will go master of the propeller V. Swain next season.

New water bottoms are being placed on the boilers of the steamer Sarah E. Sheldon. She will also receive a new cabin.

Captain I. B. Lyon, last season master of the propeller Egyptian, has been appointed master of the propeller Republic.

Captain Edward Chilson will sail the propeller Hubbell next season and C. E. Chilson will sail the schooner Burton.

Mr. James F. Williams, last season assistant engineer on the Charlemagne Tower, Jr., goes as chief engineer of the steamer H. B. Tuttle.

Captain Thomas Maytham has purchased the wreck of the burned steamer North-erner of Ward's line, burned at Kelley's Island last fall, for \$2,500.

Mr. A. A. Parker, of the firm of Parker & Millen, Detroit, was in the city Monday. He speaks very encouragingly of the prospects for next season's business.

The American Ship Windlass Co., Frank S. Manton, agent, will supply one of their faultless Peovidence steam windlasses, new style, for the new steamship at Murphy & Miller's yard.

Captain John T. Hutton, who has been master of the steamer Annie Smith for a number of years, goes master of the propeller B. W. Blanchard, on the Ogdensburg route next season.

The scow Mary Garrett, Captain Peterson owner, sunk at Lorain with a cargo of stone aboard, had her spars carried away when the ice went out of the river. She lies in about fifteen feet of water.

The Cleveland Drydock Co. is putting new decks under the boiler of the steamer Raleigh, repairing the stern of the steamer Magnetic, damaged by the Crosthwaite, and putting new fenders on the steamer Onoko.

At Quayle's shipyard some anxiety was manifested during the breaking up of the ice, as great volumes of water rushed down the river and threatened to undermine the ways on which one of their boats is being constructed. The danger passed, however, without doing damage.

At Radcliffe's yard the steamer for George Berriman is rapidly progressing, she being over half planked and the upper and lower deck laying being well along. The machinery will go into her about the 1st of February. The stern is up on the Bradley-Grover steamer and the boat well along in other respects.

Messrs. Bassett & Presley, the leading iron merchants on the lakes, have just closed a contract to furnish all steel arches, spike and nails for the new steamer for John Corrigan and others now under way at Murphy & Miller's shipyard. The same firm will also furnish steel arches and all other iron necessary for the rebuilding of the steamer Robert Wallace. The rebuilding of the Wallace will be done by the Cleveland Drydock Co.

A. A. Parker and Captain J. W. Millen, of the well known vessel firm of Parker & Millen, of Detroit, both start next week for a three weeks' visit to Florida. During their absence B. W. Barker, also of the same firm, will be captain general.

The Cleveland Shipbuilding Company have closed a contract with Mr. John Corrigan and others for the machinery of the new steamer now being built for them at Murphy & Miller's shipyard. The engine will be triple expansion, 24, 38 and 61 by 42 inches stroke, to develop 1700 horse power.

Captain James P. Harrow, of Algona, and Captain J. B. Lozen, of New Baltimore, Mich., were in the city yesterday. They have visited many ports during the past week and intended to charter their barges while here, but were too stiff for the rate offered. They think from the firmness of owners at other ports that Ashland ore will open at \$2.25 and Marquette and Escanaba on that basis.

With the exception of a few minor details, specifications have been completed by the Globe Shipbuilding Company and Captain Henry, manager of the Lehigh line, for the construction of a large 300 foot steel steamship. The new boat will have in her construction many of the features entering into ocean going vessels, and will be ready to take her place on the lakes for the season of 1888.

Questions have been asked concerning the whereabouts of C. Greenwood, one of the sailors rescued from the schooner Florida, ashore near Marquette. Mr. Greenwood shipped at Marquette on the schooner Gerlach and on arriving at the Sault, where the Gerlach went into winter quarters, he was conveyed to the marine hospital on account of frozen feet. On his recovery it is likely that he will be placed on the Gerlach as shipkeeper.

Since last report the transfers of vessel property at this port are as follows: Tug American Eagle, 1/2d, Herman Dahle, of Chicago, to Captain E. Dahlke, for \$500. Schooner Kate Winslow, 1/2th, P. L. Johnson to J. F. Green, \$2,200; same, 1/2th, J. H. Palmer to Maria A. Wright, \$4,500. Schooner George Sherman, 1/2th, J. H. Palmer to Maria A. Wright. Schooner Erastus Corning, 1-12th, A. H. Rumsey to J. C. Gilchrist, \$2,000. Propeller H. S. Hubbell, 5-20ths, C. F., Adam and C. E. Hageman to J. C. Gilchrist, \$6,000; same, 1-10th, C. B. Chapman to E. S. Chilson, \$2,200. Schooner Charles H. Burton, 1 6th, Smith & Brown and others to C. E. Chilson and others, \$8,000. Propeller Cleveland, whole, C. C. Burnett to H. E. Rannels and E. M. Sinclair, cash and mortgage, for \$8,000.

Mrs. Lloyd, widow of Captain George Lloyd, lost with the schooner Lucerne, requests us to thank the gentlemen who have so generously assisted her at a time when she was destitute and without hope. Mrs. Lloyd is especially grateful to the owners of the Lucerne, Captain James Corrigan, Mr. John Huntington and Captain William Mack, for the liberality they have shown toward her in presenting her with a purse of \$350. On the petitions circulated for her benefit \$8.00 were raised on the one at Upson, Walton & Co.'s and \$57.50 on that at the MARINE RECORD office, including five tons of coal. The ball given in this interest netted \$66.50, making a total of \$474. Mrs. Lloyd is warm in her thanks to Captain C. C. Goodwin, E. D. Murphy, and Captain Somerville for their kindness in her hour of affliction.

Murphy & Miller's shipyard, at the head of the old river bed, is becoming a scene of activity. They have no trouble in getting men, and timber is coming in as fast as it can be used. The building for the jig mill is up, and the new mill, which is of the largest size, will be on the ground from Ashtabula next week. They have also erected an office, a large shop for the men, an iron shop, and a mould loft which make

the old yard, which has not resounded with the stroke of an ax or hammer for so many years, appear quite attractive and give evidence of approaching prosperity. As regards the convenience of getting in timber the yard is favorably situated, as the Lake Shore and Pittsburgh railroad tracks run alongside, so that the timber or flitch can be thrown off the cars and rolled down the hill into the yard. In this respect it is probably the most convenient yard in the city. The blocks to receive the keel are placed and keel laying begun. If the city authorities would do their duty they would dredge out the old river bed so that the overflow would not rush up into the swamp at the east end of the yard, when the sun would soon dry up the ground. It also becomes the duty of the city council to see that the bones of old wrecks now encumbering the river front of the yard be removed. While the steamer for Messrs. Corrigan, Mack and Scott is a large one, and the time for her completion, the 1st of July, short, Messrs. Murphy & Miller are confident that they can do the work.

The steel steamship Cambria, at the Globe yard, will be launched on the 1st of February. The iron work is all completed except the boiler house. The best experts of marine architecture, who have visited the yard, do not hesitate to say that the Cambria is the handsomest and best built boat on the lakes, and anyone after looking over the boat and the progress made on the other two boats in the same yard, where there is room for but two keels, must acknowledge that Mr. John Smith, superintendent, is a remarkable man. As a shipbuilder he never makes a mistake; when he puts a mark in the crude iron on the ground its use is realized in the completed ship; after the rivet is driven and the ship in the water there is no place, however searching water may be, where a leak can be found. In fact, Mr. Smith has the reputation of being able to "drink all the water one of his iron ships may make" when he declares her ready to leave his hands. The superintendents of England's shipyards have been highly lauded, but this shipbuilder from the old shores can not be surpassed by any of them. The smoothness of finish of the plates, seams and rivets, the spacing of the frames and breast hooks, the placing of the beams, shelf pieces and braces are points, the merits of which can not be denied, while the facility with which he directs the army of men in the yard is wonderful.

Meteorological summary for the week ending January 26:
Mean barometer.....29.896
Mean temperature.....39.4
Mean humidity.....716
Total precipitation, inch......42
Prevailing direction of wind.....South
Total wind move.....2498
Av. clouds.....6.7
Av. state of weather.....Fair
Max. temperature, highest.....62.0
Min temperature, lowest.....14.7
WILLIAM LINE, Sgt. Signal Corps, U. S. A.

KINGSTON.

Captain Gaskin has just closed a contract with the Canadian locomotive and engine company, of this city, for a fore and aft compound engine and steel boiler, for the new boat now being built for the Montreal transportation company in Kingston. This engine is expected to afford more propelling power than has any other boat now running on the St. Lawrence river. It will be the first of the kind built in Kingston.

SUPERIOR CITY.

At a meeting of the Lehigh coal company it was concluded to go ahead and finish the dock at West Superior according to original plans. When finished the dock will be 2,000 feet long, of a capacity of 300,000 tons of coal, and will cost about \$200,000 without machinery and superstructure, which will cost together about \$60,000.

It is learned on good authority that elevators with an aggregate capacity of 5,000,000 bushels are to be built as soon as practicable in West Superior. These will be in

addition to the elevators that are to be built in Duluth. Intimations in railroad circles are in accordance with the above announcement.

DETROIT.

Special to the Marine Record.

Parker & Millen have sold to Smith Brothers and Ben Boutell, Bay City, the schooner J. C. King for \$14,000. Ben Boutell bought the tug Niagara a few days ago for \$12,000. In place of the J. C. King, Parker & Millen have purchased the schooner Redwing from Smith, Davis & Company of Buffalo for \$27,000. The propeller Annie Smith will tow the Redwing during the coming season.

Your correspondent arrived here Monday morning from Chicago, found the weather splendid, the sun shining so brightly that I was forced to doff my overcoat. I paid my first visit on arriving to J. P. Donaldson & Company, ship chandlers, and found them busy preparing for a heavy season's work at their stores, and in their sail loft they were making a complete outfit of sails, rigging, etc., for the Detroit drydock company's steamship No. 78, also new sails for the schooner Brenton and doing considerable repairs to sails.

I visited J. C. Goss sail loft and found him more busy than ever before at this time of the year making sails, rigging and general outfits for various vessels on the stocks and off. He was also making several combination jackets for boilers, and his business in the tent and awning department was in full swing.

At the Detroit drydock, I found that the work on the steamship Iron Age, consisting of lengthening her amidships was being gotten on with rapidly, and that the extensive work and repairs on the steamships City of Detroit, Inter-Ocean and Argonaut were being pushed ahead as fast as possible. Work on two new steamships, duplicates of the steamship Eddy, which the company are about to build on their own account, is fairly started. The steamer Idjewild will receive new deck beams and deck, repairs to guards and considerable joiner work; schooner John Shaw will go into dock for calking; the steam ferry Hope for some new plank and calking; the ferry steamer Fortune for some new plank forward and new ironing.

At Cuddy & Doran's, ship carpenters and joiners, the steamship Osceola was receiving part new ceiling, new shelves, about one half new deck beams, new main deck, new stanchions and bulwarks and new upper deck, new engine and boiler house and part new cabin and a set of new iron arches 3/4 inch thick by 20 inches wide, for the Ward Detroit and Lake Superior line; the steamer Alaska was receiving a new stem and general repairs; schooner Filmore new rail and stanchions, some new deck beams and deck and a general overhauling; the steamer Toledo will receive necessary repairs.

At John Oades', shipyard and drydock there is on the stocks, nearly in frame, a steambarge 185 feet over all, 34 feet beam, to be 12 feet deep in lower hold, 8 feet in upper hold, building on speculation. The steambarge Macy is in drydock receiving new double deck's and other repairs; schooner John Burt is receiving new stanchions plank-shear and rail; schooner Canton new keelsons, centerboard box and other necessary repairs.

KENOSHA.

Special to the Marine Record.

The tug T. T. Morford called here on Tuesday morning, with the schooner James Couch in tow. She also took with her the tug W. T. Ewing, bound for Chicago, where she recently was purchased by the Dunham towing and wrecking company.

A steamer passed here Tuesday bound north.

At this port in winter quarters are the schooners Myosotis, Gilbert Knapp, and consort; tugs O. B. Green, Fred Engle, and Sweet Brothers.

C. A. E.

MARITIME LAW.

SALVAGE — CUSTOMS DUTIES — SALVAGE CLAIMS ON GOODS WHEN ENTITLED TO PRIORITY OVER CLAIMS OF UNITED STATES FOR DUTIES—THREE CASES.

U. S. District Court, Eastern District of New York.

1. When property is salvaged outside the limits of the United States and brought into the United States by the salvors, the salvage claim is entitled to priority over the claim of the government for customs duties.

2. Merritt, who raised certain goods from the wreck of the Oregon, and pilots, who found articles from the wreck floating on the sea, brought the goods into the jurisdiction of the United States. No owner appeared to claim them, and libels were filed by salvors for salvage, and the goods were attached by the marshal, and, being perishable, were sold and the proceeds deposited in court. The district attorney of the United States appeared in the suit on behalf of the government, claiming that the customs duties should be paid in advance of the salvage claims. Held, that being brought into the United States under the circumstances narrated, the goods were not imported goods, in the sense of the customs laws, so as necessarily to attach the right to duties; but that as the goods had passed into consumption within the United States by reason of their sale, an equitable right on the part of the United States to be paid duties arose. But held, that as between the United States and salvors in a case like this the claim of the United States for duties was not entitled to priority of payment over the claim of the salvors for salvage.

Benedict, J.

Three of the proceedings above named are proceedings *in rem*, instituted by Israel J. Merritt, against a quantity of merchandise being the part of the cargo of the steamship Oregon, which steamer, having been in collision, was sunk in the sea outside the territorial limits of the United States, and was there abandoned.

The cargo in question was by means of divers rescued from the steamer as she lay on the bottom of the sea in deep water, and was brought by the libellant into the port of New York. No owner appearing to claim the property, nor was the owner known. These proceedings were therefore instituted to obtain an adjudication upon the amount of salvage due for the rescue of the property, and a condemnation of the property to pay the same.

The last of the above actions were instituted against certain other merchandise, by certain pilots by whom this merchandise was found floating upon the sea, near the place where the Oregon sunk, and the same they saved and brought into the port of New York. No owners appearing, or being known, they also instituted proceedings *in rem* for the purpose of obtaining an adjudication as to the amount of salvage due them for their service, and a condemnation of property to secure the same. Process *in rem* was issued in the respective suits, when the return day of which the marshal made a return in each case that he had attached the property proceeded against. Subsequently by an order of the court made then upon a consent of the libellants and the district attorney then appearing for the United States, the property was sold as perishable, at public auction, and the proceeds brought into the registry. No person has appeared in the action except the district attorney of the United States. He has intervened in behalf of the United States, and filed a claim in behalf of the United States and an answer setting up that duties had become due the United States by reason of the premises, which should be paid out of the proceeds of the sale of the goods, prior to any payment of salvage to the salvors.

The duties so claimed by the United States are sufficient to absorb all the proceeds, and by consent the cases have been submitted to the court for the purpose of obtaining a decision of this court upon the question raised by the intervention of the United States.

In determining these questions I remark first that no doubt can be entertained as to the jurisdiction of the court to direct as to the disposition of the fund in the registry of the court.

The return of the marshal that he had attached the goods by virtue of the process issued against the property shows that if at any time the collector had acquired possession of the goods, such possession was abandoned when the goods were taken possession of by the marshal by virtue of the process. The fund in the registry is therefore proceeds of property in possession of the court, sold while in such custody to save it from destruction. Moreover the property was thereupon sold and the proceeds brought into court by the consent of the United States. And the United States, by the district attorney, has entered in the action and submitted to the court the question as to the right of the United States to be paid duties out of the fund.

The jurisdiction of the court to determine

the question is therefore clear. The controversy here then relates to a fund lawfully in its registry of the court and the parties to that controversy are on the one hand salvors claiming to be paid out of the proceeds of saved goods the amount of a salvage claim; and on the other hand the United States to be paid duties out of the fund. No owner or consignee of the goods is before the court.

In determining the question thus presented it is to be remarked that no forfeiture of the goods to the United States had been incurred prior to the sale. (The Waterloo B. & H. 120; the Josefa Segunda 5 Wh. 338.) No seizure of the goods as forfeited has been made and the United States has made no claim based on a forfeiture. Nor could these goods be treated as subject to the statutory provisions applicable to goods imported into the United States from a foreign country. Brought into the United States under the circumstances narrated, these goods are not imported goods in the sense of the customs laws, so as necessarily to attach the right to duties. (The brig Concord, 9 Cranch. 387) and no lawful seizure of them for nonpayment of duties could be made.

Furthermore it does not appear that the goods thereby ever became chargeable with duties. It was open to the salvors at any time before the goods passed out of their custody, to transport them to a port not in the United States without payment of duties. It was also open to the owners of the goods at any time before the goods were sold, to appear, give a stipulation for value, and remove the goods from the United States without payment of duties. From the time of the taking of the goods by the marshal into his custody, until they were sold and delivered the goods were in the custody of the law, and while in such custody no charge of any kind could attach to them. The United States therefore acquired no interest in, or lien upon, the goods in question. The most that can be claimed in behalf of the United States is that inasmuch as the goods passed into consumption within the United States, by reason of the sale directed by the court, there arose an equitable right on the part of the United States to be paid duties out of the proceeds of the sale, which right can be enforced in this court, because the proceeds of the sale of the goods are in its registry. Such a right I am inclined to conclude has been required by the United States. The case of the brig Concord already cited, points to such a conclusion. That case differs from this because there the owner of the goods was the party contesting, and the goods were sold at his instance. In that case therefore the sale might be considered to have been equivalent to a sale for consumption by the owner, for his own benefit. Here the goods were sold not by the owner or for his benefit, but because a sale was necessary to prevent a total destruction of the property and consequent loss—not to the owners of the property for they had abandoned,—but a loss to salvors who had rescued the property from the sea, and had a salvage lien upon the property. In this case, therefore, there is perhaps room to contend that no right to duties arose from the sale of the goods. I am inclined, however, to hold as already stated, that even in a case like this, the United States can probably claim an equitable right in the proceeds of the goods to the amount of the duties.

But it by no means follows that such a claim in behalf of the United States is entitled to priority of payment over the claim of the salvors. No case to which I have been referred has so decided. The case of the Waterloo, already cited, does not so decide for there it was by consent that the duties were paid first. The case of the brig Concord already cited, does not so decide, for there the question was between the United States and the owners of the goods, who had benefited by a sale of the goods for consumption. In the absence of controlling authority to the contrary I have no hesitation in holding that as between salvors and the United States in a case like this, the claim of the United States for duties is not entitled to priority of payment over the claim of the salvors for salvage. In such a case the maxim, "He that asks equity must first do equity"—applies. Here if the United States receive any duties at all, it is solely because of the exertions of the salvors. At the time the lien of the salvors attached to these goods, they were subject to no charge for duties, nor had the United States then any right of possession in the goods. The only foundation for any claim on the part of the United States to be paid duties out of the proceeds of the sale is the fact of a sale of the goods compelled by the perishing condition of the goods themselves. To permit such a claim to be paid out of the proceeds to the detriment of the salvors would surely be unjust. The position of the

United States before the court is that of a petitioner asking a court of admiralty to charge proceeds of saved property with an equitable lien for duties. Equity requires that before obtaining such relief the United States must acknowledge the priority of the meritorious claim of the salvors without whose exertions there would have been no proceeds at all.

This view of the case doubtless renders unnecessary a decision of the question discussed in the argument; whether the duties should be calculated as in the case of unclaimed goods, under section 2928, which latter section, by the way, seems to contemplate a case where there is an owner or consignee to take an appeal, and not a case like this when there is no owner, importer or consignee, nor any agent of such parties,—but only salvors, holding possession of the goods for their own interest, who have no right by virtue of § 2928,—nor as far as I can see, any right whatever, to enter the goods.

My conclusion therefore is that the salvors are entitled to be paid their salvage and their costs out of the fund in the registry, prior to any payment of duties out of the fund, and the next in order of payment is the claim of the United States for duties.

I do not fix the amount of the salvage award because the facts are not all before me, and because the view I have taken of the law may render it desirable for the United States to be heard upon that question.

LAKE CARRIERS' ASSOCIATION.

BUFFALO, January 18.

Special Correspondence to the Marine Record:

There was a meeting of the board of managers of the Lake Carriers' Association, in the committee rooms of the Merchants' Exchange, Buffalo, on Tuesday, January 18th. There was a good attendance of members and managers. The subjects for discussion were:—

1. Vice President Egan's resolutions recommending the acquisition and improvement by the government of the Sturgeon Bay and Lake Michigan ship canal.
2. The proposed bridge across the Sault Ste Marie river, and General Poe's suggestion that the bridge should be kept open continuously, when not in use, and that vessels should always have the right of way.
3. A proposition, from Captain Thomas Maytham that the members of the board join him in the legal expense necessary for contesting a recent heavy grain shortage on the cargo of the steamer Newburgh from Duluth.
4. A proposed board of arbitration for settling salvage claims.

STURGEON BAY AND LAKE MICHIGAN SHIP CANAL.

On motion of Mr. Bullard, seconded by Mr. Evans, the following resolutions were passed, favoring the acquisition of the canal by the United States, as per copy herewith. The resolution was drafted by W. M. Egan, of Chicago:

WHEREAS, A board of engineers has been appointed by the secretary of war, under the river and harbor act, approved August 5, 1886, to examine into the advisability of the acquisition and improvement by the United States of the Sturgeon Bay and Lake Michigan Ship Canal, with a view to making the same a free passage way and harbor of refuge; and

WHEREAS, This ship canal connects the waters of Green Bay and Lake Michigan, at a point some forty miles south of Death's Door, (Porte des Mortes), the most southerly entrance to Green Bay, and saves vessels trading to lower Green Bay from Lake Michigan ports about 150 miles of rough navigation on the round trip; and

WHEREAS, The United States has already built a pier at the Lake Michigan entrance, and has established a lighthouse and a life saving station there; and

WHEREAS, By enlarging and protecting the Lake Michigan entrance a desirable harbor of refuge can be secured at a moderate expense,

Resolved, That the board of managers of the Lake Carriers' Association consider it desirable and proper that the United States should, in the interest of lake commerce, have control of the said Sturgeon Bay and Lake Michigan Ship Canal, and make the same a free passage way and harbor of refuge.

BRIDGE ACROSS THE SAULT STE MARIE RIVER.

This subject was ably discussed, as being one of great importance. It appears that by an act, approved July 8, 1882, congress authorized the Sault Ste Marie Co. to build a bridge across the river, "at or near the rapids." No action being taken, a bill was passed by the present house of representatives, July 20, 1886, providing that the Minneapolis, Sault Ste Marie and Atlantic Railway Co. might build a bridge across the river, also "at or near the rapids," or that the Sault Ste Marie Bridge Co. might proceed to build its bridge, as before allowed, or that the two corporations might build a bridge jointly, but that only one bridge should be built, "it being the intention of congress that the interests of commerce, including the transportation by water as well as by land, shall be kept in view."

Also, that the bridge, if constructed, "shall have one pivot drawbridge over the ship canal connecting Lakes Huron and Superior, convenient for the passage of ships, vessels and steamboats, and of the entire width of said canal, clear of all obstructions of every kind from said bridge, and twenty-five feet additional over the tow-path on either side whenever said draw is open, and the said draw shall be opened promptly upon reasonable signal for the passage of boats and vessels, but in no case shall unnecessary delay occur in opening said draw during or after the passage of trains; and the operation or working of said drawbridge shall at all times be under the supervision of the secretary of war, and shall be subject to such rules and regulations as he may prescribe." This latter bill is now before the senate committee on commerce, and has not yet come up for action.

The general feeling expressed was that any bridge at the Sault was objectionable, but that it probably could not be avoided. That if a bridge is to be built, the least objectionable place is that provided by the above bill as vessels must slacken speed in any event, in the canal, and experience some detention independent of any bridge. It was stated that active measures were being now taken toward building a bridge, under the act of 1882, and the opinion was unanimous that the act should be so amended in accordance with a suggestion of General O. M. Poe, U. S. engineer at Detroit, that the draw should be open, continuously when not in use, and that vessels should always have the right of way. A petition to this effect was submitted and signatures obtained.

The secretary was instructed to formulate a set of questions to send to General Poe, for the purpose of ascertaining what steps had been taken toward building a bridge, and where; also, to ascertain similarly from Major Farquhar just how matters stand at Washington.

VESSEL GRAIN SHORTAGES.

Captain Maytham stated that he had settled the Newburgh shortage, which was of some two hundred bushels, he not liking to appeal to the association for assistance. He thought, however, that the Lake Carriers' Association should take some general action covering future heavy shortages. The subject was freely discussed by Captain Henry, Captain John Green, Captain W. W. Tyler, Mr. Caldwell and others. Finally, on motion of Mr. Evans, it was voted that the association would not commit itself at present on the question of contesting shortages, but would stand ready to take up any individual case on its merits.

COMMITTEE TO ARBITRATE SALVAGE CLAIMS.

The letter of Mr. Frank J. Firth, president of the Anchor line, suggesting a committee to arbitrate salvage claims, was read, and very favorably commented on by Messrs. Caldwell, Green, Henry, Bullard, and others. On motion of Captain Henry it was voted that the president appoint a committee of three to formulate a plan of arbitration, of appointing arbitrators, etc., and to submit it for comment to managers at other lake ports, reporting to the association at a subsequent meeting. Mr. Caldwell appointed as the committee Messrs. Ash, Henry, and Maytham. Mr. Ash, being unable to serve, Mr. Evans was put in his place. Letters from managers at other ports were received, approving the general plans.

BUFFALO LOCAL COMMITTEE.

The constitution of the Lake Carriers' Association provides that "the members representing vessel tonnage registered at each port shall elect from their number a local committee to look after the local interests of the port, and the chairman of each local committee shall be a member of the board of managers of the Lake Carriers' Association." No local committees have yet been appointed, no demand for them having arisen. Mr. Evans moved that a Buffalo local committee be now appointed to look after such matters as the Buffalo breakwater, etc. He said that the board of managers could not afford to take up local matters, and especially local Buffalo matters, as it would tend to make the whole association looked upon as a local Buffalo concern. On motion of Mr. Ash, seconded by Captain Donaldson, the subject was postponed until the next meeting. Adjourned.

FRANCIS ALMY, Secretary.

The indications are that the river and harbor bill will get through the house, if not the senate, this session. It is a small one, and some of the appropriations are greatly needed. The stoppage of work on the St. Mary's river improvements would be a sad thing for the commerce of the lakes. The main trouble with the bill is that it gives nearly three times as much to the dubious commerce of the thankless Mississippi as it does to the booming trade of the splendid and easily improved great lakes.

TECHNICAL EDUCATION IN SHIP-BUILDING.

Sir E. J. Reed, M. P., said it was a happy thought of those who framed the programme of lectures to give the first place to the subject of technical education in the art of shipbuilding, and to associate with it the shipowner as well as the shipwright or shipmaker. He would not be guilty of any exaggeration in saying that the technical education of the shipwright and the value of technical education to the shipowner in any broad sense of the words were matters not only of this century, but almost of this generation. Nor was this so surprising when it was remembered that whereas the material of which ships were built, the manner in which their parts were combined, and the means by which they were propelled, had remained unchanged from the beginning of human experience down to almost our own day, the ship had recently been transformed in every one of these important particulars. The steamship of the present day gave rise to many technical necessities. She was built mainly of steel, both in hull and machinery, and trustworthy steel could only be produced by a large and free application of technical knowledge. The plates of which her hull was constructed were the result of several refined and careful operations. Only by the most thoughtful, patient, and persistent technical study, both theoretical and practical, had the steel plate been produced. Every steel manufactory had become a technical school of chemistry, metallurgy, and mechanics, and the more the shipwrights knew about his steel plates the better would it be for him. In his own department, however, he would find abundant opportunity and necessity for technical skill in dealing with his plates. It had, for instance, recently been shown that steel plates of perfect quality were liable to undergo great deterioration in the shipyard or the boiler shop if subjected to pressure and charge of form at improper temperatures. It was one thing to procure good steel ship plates and to work them properly; it was another to combine them in the most efficient manner into a structure. The plates had to be bound together with rivets, and the placing of these rivets was a matter of very great importance to the shipowner, for their improper disposition had ruined many a good ship, and it needed much technical skill so to dispose them under all circumstances as to weaken the hull as little as possible. The design and construction of the marine steam engine also made heavy demands upon technical skill with a view of economising not so much steam and fuel as weight. The naval architecture of the past—that which flourished in the construction of wood ships down even to our own day—although in many respects admirable and beautiful, was, if judged by its results, a poor affair. He had on more than one occasion bore testimony to the great skill of those who produced our splendid wooden line-of-battle ships. But when the steam engine and screw propeller came in either the material or the technical skill failed us. It may be said that wooden steam line-of-battle ships did good service in their day, although their day was but a very brief one. But the Royal harbors bore abundant witness in the days of his youth to the weakness of the screw steamship built of wood. He well remembered, when a shipwright's apprentice in Sheerness dockyard, taking note of many a steam line-of-battle ship lying at her moorings in the Medway with her back bent, and some cases broken, on account of her steam machinery; not on account of the force exerted by her machinery when under steam and at sea, for many of them had never been to sea at all, but on account of the mere weight of her screw propeller and stern shafting overcoming her longitudinal strength. We trusted to the wooden steamship a little too long, and were too reluctant to see her yield to the thrust of the oncoming hull of iron and of steel. The technical knowledge requisite to guide the shipwright in building his iron or steel plates into a structure such as a modern fast steel liner, a tenth of a mile long, capable of being driven across stormy oceans at a speed of a third of a knot per minute, or of 33 feet per second, without breaking or even straining unduly, had been brought into being gradually and for the purpose. The adaptation of the strength of a long and large steamship to the very great and very variable strains that she would be subject to at sea was indeed a problem upon which much earnest work had yet to be done as the development of shipbuilding advanced. But enough had been done to lay upon the shipwright heavy obligations as to technical study. This was not a matter in which success could be secured by mere brute effort or heedless expenditure. A ship was a construction in which its very strength might become its weakness. It was quite easy—it had often been done by incompetent persons—to lavish material in such places and in such a manner as to weaken the structure in one place by overburdening it at another. Many persons failed sufficiently to realise the nature of the forces which a big ship at sea had to encounter, and failed to fully understand that the movements of such a body weighing many thousands of tons transcended all other human experience of motion and ranked in magnitude with the great catastrophes and cataclysms of nature. Where else on earth save in the case of ships did one find men imparting swift motion to vast masses of matter, wielding and guiding at his will bodies as big as small mountains and propelled by forces that vied with those of earthquakes? In these days the shipbuilder was nothing if not technically trained and instructed, and this necessity for technical knowledge and training descended into the minute details of the shipwright's work. His view of the necessity for technical knowledge went the full length of desiring to see technical instructions extended not merely to the masters and professors of the craft, but to all who were en-

gaged or to be engaged in the production or working of ships. There were people who would be quite ready to promote technical education in order to serve the purpose in view in two ways. First, they would like to see the shipbuilders and their sons and their principal officers thoroughly well trained for their work, and, secondly, they would like to see provided enough of technical education for the working classes and apprentices engaged in shipbuilding to enable clever young men here and there to rise into higher positions and make their way in their trade or profession. But these objects, though laudable in themselves, fell very far short of what he considered the necessities of the case. He wanted to see educated not only those who had risen or might rise above the hard working class, but that class itself. This was a competitive age. In such an age we must conceive continually new and improved things, or else we fell astern in the race. In other countries technical education was freely imparted to the people, and they consequently drew their improvements and their mechanical progress from the largest area of cultivated talent. The establishment of the admiralty technical school of naval architecture had been very beneficial in this country, and great good would be obtained if its work was extended more widely, and if there was a general diffusion of technical training throughout the great seaports of the country.

The time had come when elementary education was imparted to all children; was it too much to hope that before long all those young men who were destined to become shipwrights or marine engineers would be supplied with opportunities for learning how to apply that elementary education to trade uses? The young men themselves and society at large would be the better in many ways for such instruction. The education of young men in such matters concerning their daily avocations and the laws of nature, with which they came most into contact, gave to their lives an active interest, for want of which so many sank into idleness and evil.—*London Marine Engineer.*

"Lewis' Marine Manual is a work which will meet a much felt want. Everyone owning or handling vessel property should possess a copy. The matter is well arranged, and all legal formalities and technicalities so thoroughly explained that anyone can understand them." A. R. GORDON, Lieut. Royal Navy.

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	2 55 A M	3 05 A M
No 8, N. Y. & A. Express.....	3 25 A M	3 55 A M
No 26, Elyria Accommodation.....	7 45 A M	8 15 A M
No 24, Buffalo A. C. via Sandusky.....	10 30 A M	10 45 A M
No 24, Toledo Accom via Norwalk.....	10 30 A M	10 45 A M
No. 10, New York "Flyer".....	12 00 P M	12 10 P M
No 12, N. Y. & B. Fast Express.....	2 10 P M	2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	9 40 P M	10 00 P M
No 26, Conneaut Accommodation.....	12 25 P M	12 40 P M
Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 25 A M
No 23, Cleveland Express.....	2 15 A M	2 25 A M
No 3, Chicago Express via "....."	3 20 A M	3 35 A M
No 25, Mich. Accom Norwalk.....	6 30 A M	6 45 A M
No 21, Toledo Ex via Norwalk.....	12 50 P M	1 30 P M
No 5, St. Louis Ex via Sandusky.....	10 45 A M	10 50 A M
No 9, Chi. Pac Ex via Norwalk.....	6 15 P M	6 40 P M
No 31, Elyria ac to Elyria only.....	12 10 A M	12 20 A M
No 27, Conneaut Accommodation.....	12 10 A M	12 20 A M

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Buffalo Passenger.....	10 40 A M	10 45 A M
Chicago Passenger.....	9 10 P M	9 15 P M
Local Freight.....	4 40 A M	5 45 P M

WESTWARD.	Arrive	Depart.
Chicago Passenger.....	10 45 A M	10 50 A M
Postoria Passenger.....	4 46 P M	4 51 P M
Local Freight.....	5 00 P M	5 50 P M

ROCKY RIVER ACCOMMODATION. Depart—7:40 a. m., 1:35 p. m.

EUCLED ACCOMMODATION. Depart—6:24 a. m., 9:10 a. m., 5:05 p. m.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JAN. 27.

BUFFALO HARBOR OF REFUGE.

The Lake Carriers' Association appears not to be in position to take up the Buffalo break-water question, or at least so thinks one of its members. This body is general in its aims, while the break-water is local. There is a fear that the suggestion of an additional appropriation here would arouse the jealousy of other ports which have members in that body. So the carriers may talk of the Sault canal or the Lime-kiln crossing without anybody raising a complaint, but a harbor of refuge is different. It was the original intention of the organization to form local committees of its members resident in each port for the purpose of looking after home matters with a member of the Board of Managers as chairman, but this has not been done, so generalities must be adhered to.—Buffalo Express.

This is not good ground for any member of the Lake Carriers' Association to occupy. If the breakwater at Buffalo needs repairs and extension for the protection of the harbor and to make it a harbor of refuge for lake vessels, as it surely does, the improvement can in no light be considered as local any more than the harbor of refuge at Sand Beach can be so designated, but of general good to all lake vessels which trade to that port. While the great system of lake navigation receives but a moiety of the moneys appropriated by the river and harbor bill for the current year, the rivers and New York harbor taking the major part of it, no one interested in this commerce, wherever his abiding place may be, could, with reason, be jealous of any efforts made by Buffalo people to gain a good round appropriation for the improvement of the breakwater at that port.

It is but necessary to quote the remarks of Major Mahan, U. S. engineer, in charge of government works at Buffalo, to an Express reporter, to dispel the view that has been taken of the proposed improvement.

Captain Mahan says: "In order to explain what is meant here it will be necessary to give some idea of the breakwater as it now exists. The first cribs were sunk in 1869. They are simple boxes of heavy timber, 36 to 38 feet in cross section, filled with loose stones rising twelve feet above low water. The portion below water is all right, but most of the old superstructure is now so badly rotted that it has been positively dangerous to the whole breakwater for a year or two to leave it as it is. The storm of October 14th last was the most severe that has been known here for many years, the water rising seven to ten feet above low water mark."

Turning aside from the technicalities of work the in contemplation, the captain proceeded to speak of the great need of a harbor of refuge at this point, and the general apathy he found in regard to the subject on the part of business men. "They appeared very largely to give such matter no attention at all," he said. "Here is a city with immense possibilities before it, with really

immense business already secured, but the people who could readily increase our commerce to something far beyond what it is now were doing nothing or next to nothing.

"Let us compare our situation with that of cities in the Old World," said he. "Antwerp is a city of Belgium not quite as large as Buffalo. It had 205,000 people at the last census. But the commercial activity there! In 1885 I visited its great docks and learned that for thirty years the city had spent \$500,000 a year in harbor improvements alone, independent of about three times that amount given by the Belgian government. Now, Buffalo not only does not spend a cent for such things, but it is not even making a live effort to secure a fair appropriation from congress. Here is Cleveland going away ahead in this respect. The breakwater there was begun after the Buffalo breakwater, yet it is now considerably longer, and the harbor is much better protected."

The improvement of the Cleveland breakwater is not considered by resident vessel men as a local work. In case Cleveland is fortunate enough to secure funds sufficient to build an eastern bulwark and thus form a harbor of refuge in fact, it would be sought by the tonnage of any other port or state on the lakes. Those who thus found shelter would not be disturbed by jealousy, but would be loud in praise of the enterprise of Cleveland's commercial and business men. Just so at Buffalo, and the fear that the members of the association from Cleveland, Detroit, Milwaukee, Chicago, or any other port would designate any action of the Lake Carriers' Association to secure improvements for that harbor as local are groundless and should not be entertained by the association.

THE NATIONAL BOARD OF TRADE.

The national board of trade, the first day's proceedings being printed elsewhere in this edition, took up the question of the American shipping interests, as embodied in a resolution submitted by the New York board of trade and transportation, which is as follows:

Resolved, That the proposition that thirty cents per ton be granted by the government for ten years for every thousand miles sailed by vessels, sail or steam, built and owned in the United States, and engaged in foreign commerce, after ten years, the payment to be reduced to 10 per cent annually is, in the judgment of this board, a well-devised method of reviving the decaying and almost lost shipping interest of our country, and that we earnestly recommend the early consideration and adoption of the method by congress.

This is a question that deserves the closest attention of congress and should receive early and favorable consideration, as it is the only means by which our shipping interests can be placed on an equal footing with English, German, French, and Italian vessels. It will be readily seen that the passage of a measure of this nature by congress would greatly stimulate our foreign carrying trade. The addresses delivered at the convention by such men as Dingley, of Maine, Ambrose Snow, Joseph Wheeler, McRae, Botteler, and Hill, and others, were full of patriotic sentiment and advocated in strong terms the necessity of governmental action looking toward the revival of American shipping. It was asserted that the primary cause of the decline of American shipping was due to the revolution in shipbuilding, the change from wood to iron and steel, from vessels to steamers, but at this day, with our great mineral resources this argument should not obtain. It will require not only iron but wood shipbuilding to use up the iron ore which is now being mined in the west and south, and it will not be surprising if before the end of the present year demand will come from England for the product of our furnaces.

The following resolution, submitted by the New York board of trade, was considered and adopted after a lengthy discussion:

Resolved, That the usefulness of the post-office department should be extended in the direction of telegraphic communication, and we urge upon congress the earliest favorable consideration of the question.

A resolution, submitted by the Chicago board of trade and asserting in its preamble that common carriers have inserted in their bills of lading many unwarrantable and unfair exemptions, was adopted, as follows:

Resolved, That the national board of trade favor an enactment by congress making it unlawful for common carriers to limit their common law liability in any receipt or bill of lading issued for the transportation and safe delivery of property from one state to another, either by land or water, statutory exemption of navigation only excepted.

On a report from a committee of three previously appointed, and after a speech by Mr. L. D. Anderson, secretary of the per-

manent exposition committee, the following resolutions were unanimously adopted:

Whereas, It is proposed to hold at the national capital in 1892 a world's exposition, in honor of the 400th anniversary of the discovery of America by Columbus, which exposition of the antiquities, history, arts, and industries of the three Americas is intended to be permanent;

Resolved, That we favor this movement toward more intimate commercial and social relations between the several sister nations of the three Americas.

Resolved, That this movement commits itself to the support of the merchants and manufacturers of the United States as a matter of great practical importance in promoting for further international intercourse and in stimulating arts and industries.

Resolved, That in view of the shortness of the time for preparation, steps should be immediately taken by the general government to provide the necessary buildings and carry forward the enterprise.

Resolved, That the secretary of this board be directed to transmit a copy of this paper to the president of the United States, and to the United States senate and house of representatives, the governor of each state and territory, and to all boards of trade and other commercial organizations throughout the United States.

With his lake interests in lumber and otherwise, it is hoped that the newly elected Michigan senator, F. B. Stockbridge, successor to O. D. Conger, will prove as strong a champion for the weal of lake commerce as was his predecessor.

THE CLERGYMAN IN A CLOSET.

Special Correspondence to the Marine Record.

NEW YORK, January 24.

Everybody knows William E. Russell, of Pittsburgh, and William knows everybody, because he is a traveling man and he engineered thirty-one years on the Ohio and Mississippi rivers, much of the time on tow boats. In fact, he earned the distinction of being the hottest man that ever turned a crank out of Pittsburgh. Like all prominent men, Russell has a hobby, which, strange as it may seem, is dancing. So when the New York engineers gave out word that they were to have a ball, the representative from the "Iron City" got his boots blacked, curled his mustache and fitted on his lavender kids as if he were but twenty. Wilson, from St. Louis, did everything within his power to induce the committee of arrangements to turn it into a mask ball, so that he might impersonate the "Power Girl of Bulgaria."

"Oh, yes," said Russell; "and I'll play 'Psyche,' and Stroder, he can do 'The Child of the Regiment,' which he does beautifully."

Better counsel prevailed, however, and the mask part was declared off. The party left the hotel under the guidance of Professor Watson, of the Mechanical Engineer, whose poetic effusion, "The Professor in the Machine Shop," has awakened the admiration of the literary world.

The boys strung out like a funeral procession, and marched to the platform of the elevated road. Notwithstanding my reverend garb, I was one of the party, and was escorting a gloriously beautiful woman, who lithely sprang on to the platform of the elevated car. Mr. Editor, I was looking at the machine into which they cast the railway tickets, and 'pon my word, I did not see my girl until I heard the signal given and the short and quick puffs of the engine as it rapidly drew the train along. From one of the car windows I saw my lady wave her perfumed handkerchief, while one of the Chicago men yelled from the platform: "Brace up, parson; I'll take care of the gal." I never was left so slick in my life.

In the building where the dance was given, at the head of the main stairway, there was a door leading into the main dancing hall, another one leading directly in front, and a third leading to the left. A mammoth mirror hung from the ceiling, directly at the head of the stairs, and reflected into the ball room. I say there was a mirror thus suspended, although I was not aware of it at the period mentioned. From this mirror one could look into the ball room, without reflecting his own face. I saw my lady through the delusive mirror. She was standing in graceful repose and was talking to a gentleman from Muskegon (Mr. L. Wally), so, without turning to either right or left, I darted through the door in front, and finding myself in an empty room, turned into a door to the right, which flew shut and was fastened by a spring lock, leaving me in a closet under the stairs, with an old and broken chair, a headless drum, and a bass horn as my only companions. Merry dancers waltzed past my door. I heard Jim Harris telling one of the New York boys about carrying two hundred pounds of steam on a 42-inch boiler, made of number fourteen sheet iron; while Quincy Miller said something about

carrying the vacuum on the lakes in an ice box, in order to keep it from spoiling during the summer months. You know how the boys talk when they are away from home. I kicked the door and yelled, but mid the din and music my voice seemed to attract no attention. At last I heard Russell tell my girl how I had been kicked out of the church for drinking, and that I was unfit to be a clergyman, and how he'd protect her if any danger threatened, and lots of talk like that, when the boss floor manager announced, "Quadrille Ohio, with Mr. Russell as caller. The sets were formed, the music started up and Russell opened up the dance with: "First couple, fore and aft;" "round to on the other side;" "balance midship;" "everybody promenade down the bend;" "haul up under the reef;" "make the crossing square;" "everybody bal—"

Snort went the bass horn.

"By the great guns, boys! there's something wrong in there, or else the middle biler's run dry."

Snort went the bass horn.

"Gentlemen," said M. T. Britton, "there's spirits present and I'll talk to them."

"O, immortal spirits, give us some proof that you are not of this mundane sphere."

Snort went the bass horn.

Britton's lip began to quiver, but his girl stood near him, so he bravely said:

"Immortal spirit, let not thy foreboding voice make the night hideous by such low pressure exhausts as that. If you are from the other world, give some gentle sound, tuned with angelic cadence—"

Snort, snort, snort, from the bass horn, under the stairs.

"Stoddard!" yelled Britton; "you take care of my overcoat and rubbers. I am faint, and guess I'll hurry back to the Grand Central Hotel," and with that he made a break for home, followed by Russell, Miller, and several others.

THE SECOND ENGINEER.

DEATH OF CAPTAIN MARSHALL.

Special Correspondence to the Marine Record.

CLAYTON N. Y., January 24.

Captain A. Marshall died at his residence in Clayton, Wednesday, January 19th. Captain Marshall was born near Ogdensburg N. Y., in 1807. At the age of 15 he commenced boating on the river St. Lawrence and at 17 years he was master of a boat. He had command of different lake and river craft, among the number the steamer Charlotte, Fashion and Champion. He was one of the most successful navigators on the river. In 1843 he made the discovery of what is known as the lost channel in the Cedar Rapids. He was a kind husband, a loving father, and, as he reached the age of 80 years, he had acquired the high esteem of the community in which he lived. He leaves a large circle of friends and relatives to mourn his loss.

BREAKING UP OF THE ICE.

James Galvin, the man who swam with a woman on his back and saved her in the recent Island flood, was on the beach and saw a break in the ice beyond the breakwater, where a number of fishermen were stopped in trying to get in and were turning away to the north. Wm. Cavanaugh, Thomas Green, Galvin and Captain Williams of the life saving station shoved a boat on the inside of the breakwater clear to the north end of the pier to intercept a number of men who by this time were floating toward the mouth of the river on floes of ice. Galvin and his comrades reached the north end of the pier before the imperiled fishermen and, rounding about, shoved the boat along through water and over ice and picked them all up, eight or nine men in all. A second trip was made and the dogs and sleds were towed in.

"Were there any lives lost in the blow?" was asked Captain Williams.

"Not that I know of," he said. "I took my fishing skiff and with the help of Julius Bolt, one of my men, shoved the skiff along the ice to the north end of the breakwater and found fishermen all along the pier, fishing. They had boats. A man named Cavanaugh, some one said, had rescued some men from floating ice that drifted near the breakwater. Further along another party of fishermen thought they could see a lot of men far out on the lake. But after careful scrutiny I found they were dogs scampering over the ice in vicinity of a shanty. They passed and repassed the shanty without stopping, and from their actions I believe there were no men there then, but they had abandoned their dogs and saved themselves. The ice out there was then breaking up, and next morning the shanty was gone."

"Then Bolt and I," continued Captain Williams, "shoved along the skiff on the ice on the inside of the breakwater and worked out toward the south end. Here we could see droves of men making their way in to the south shore in the vicinity of Stony Point and Bay View. There were crowds of them and all appeared to be safe. The wind was from the southwest had massed the ice up solidly on the south shore, closing up the fissures and making safe footing. Dogs and sleds were with the men, which would go to show that they had left the fishing grounds in time."

CHICAGO.

Special to the Marine Record.

The barge Mattie C. Bell was chartered to load a full cargo of flax seed for Buffalo, at 6½ cents, schooner Mary D. Ayer 30,000 bushels of corn, and schooner Lottie Cooper 17,000 bushels corn, to Georgian Bay at 4½ cents.

Thomas Bagley, the well known yacht and boat builder, is building a schooner yacht 24 feet in length, 7 feet beam, 2 feet 10 inches deep, with over hanging stern, for W. B. Holmes and W. W. Smith of Chicago; a 24 foot Mackinaw fishing boat for John Fisher and others of Chicago; three sloop yachts 18 feet in length, 8 feet beam, 2 feet 9 inches deep, for Jacob Wilder of Chicago; a sloop yacht, with overhanging stern 20 feet in length, 8 feet beam, 2 feet 9 inches deep, for John Gittleston, foreman sail maker for Geo. B. Carpenter & Company, Chicago, for use at Holland, Mich.; six surf boats for the life saving service of the eleventh district, built of cedar, copper fastened and riveted, with six chambers at the sides. Mr. Bagley built one of these boats for a sample, and it was so highly approved of, that orders were immediately given him to build the six boats mentioned above. He is also building two Whitehall boats for the same service; he is also building several yawls and row boats.

Thomas Bagley has contracted to build a steam launch 36 feet long over all, 8 feet 2 inches beam, 2 feet 8 inches deep, with bulwarks 8 inches high. She will have twin screws and is to be built for Messrs. French & Son for use on Fox Lake.

Captain L. M. Coe, manager of the Cleveland City Forge & Iron Company, Cleveland, Ohio, was in this city, Saturday on business and visiting his old seafaring friends. The worthy captain sailed our lakes for many years.

Captain John Prindiville has returned from his journey east. He sent the tug T. T. Morford, Saturday night, to Milwaukee, to tow the schooner Couch to this port to load wheat for Buffalo. Captain Redmond Prindiville went to Milwaukee to bring the schooner along.

It is reported here that the fine schooner yacht Idler, owned by A. J. Fisher, commodore of the Chicago yacht club, will go over to England to compete in the great yacht race around the British Isles on Queen Victoria's jubilee. Captain John Prindiville is of opinion that she is the smartest schooner yacht, all around, in the United States and that if she goes over she will win the prize.

The Graham & Morton, Transportation Company, of this port are having built at Benton Harbor, by J. Randall, shipbuilder, a steamer 175 feet over all, 23 feet beam, 15 feet depth of hold, draft of water 12 feet. She is to be exclusively a passenger steamer, without upper deck, the cabins and state rooms being in the hold and on the main deck. She will carry two masts with top masts. She will have a fore and aft compound engine which will be built at a cost of \$20,000 by the S. F. Hodge & Co., and will be of 1,000 horse power. Her boiler will be of ½ inch steel and will be built by Tobin & Hamler, of Chicago, at a cost of \$5,000. She is a splendid model and it is calculated she will run twenty miles per hour.

In the case of the schooner Lizzie A. Law versus Botsford Bros., of Port Huron, for shortage of 500 bushels of wheat, which was decided by Judge Brown, at Detroit, about a year ago in favor of the owner of the L. A. Law, and carried to a higher court by Botsford, has again been decided in favor of the owners of the Law. Judge Brown's decision, has been confirmed, and Robert Law has received payment for the shortage, with costs.

The grand brotherhood of lake engineers will hold their meeting in future on Friday evenings, at their new hall, 176 North Wells street.

The Gooderich Transportation Company are running their steamer Depere, between Chicago and west shore ports bi-weekly, and their steamer Ludington between Milwaukee and Manistee tri-weekly, weather permitting. Their steamers Menominee, Corona, Sheboygan and Muskegon are at Manitowoc getting a thorough overhauling and being put in excellent condition for the coming season. Last season was a prosperous one.

Captain T. Richardson was here on Friday from Milwaukee, visiting his friends. His steambarge Hilton is in the Milwaukee shipyard company's dock where she is receiving new main and sister keelsons, all new cants aft and other necessary repairs. She will also be calked all over.

Last week the schooner Mary D. Ayer was chartered for 21,000 bushels of corn, for Georgian Bay ports, at 4½ cents, the steamer Nipigon for 35,000 bushels of wheat to Buffalo at 6½, the schooner Higgle for 32,000 bushels corn to Georgian Bay ports at 4½ cents.

WILLIAMS.

The Lehigh Valley Coal Company a few weeks since purchased a large dock at Thirty-fifth street and Stewart avenue, upon which they are erecting the largest coal trestle in the west. It is presumed that they will use their Harrison street dock for the erection of a freight warehouse, that location being too valuable for coal yards.

A fire occurred at Miller Bros.' engine house at their shipyard. The fire department, including the fire boat Geyser, was called up, but the fire was put out by the men working at the yard, and the fire department did not need to use their pumps.

Marine insurance companies have all made money out of their last season's work. It is true that while most of them have only cleared 10 per cent of their investments, several have cleared 40, and two or three 50 per cent. An instance is given of one company which gathered in \$40,000 in premiums, and they were compelled to pay only \$4,000 in losses. Companies which pursued a conservative policy have nothing upon which to base a complaint. The success of last season will bring several new companies in the field. The hull pools, on the other hand, were in big luck to come out about even. They all did that, and still they threaten to raise rates.

The grain carriers tied up in the port of Chicago number 123, and represent a capacity of 3,491,000 bushels. Up to date forty of these have been chartered aggregating a carrying capacity of 1,495,000. The corn rates to Georgian Bay have been 4 or 4½ cents. The corn rates to Buffalo were 5½@6 as a rule, and the wheat figures to the same port 6@8½ cents. The demand for vessels still continues at these figures, which, compared, to last year, are very good.

The tug T. T. Morford arrived last Monday evening with the schooner James Couch in tow, from Milwaukee, to load grain here for Buffalo. The tug crew report plenty of ice but no difficulty in making the passage.

The tug W. L. Ewing, Captain J. S. Dunham's latest acquisition to his fleet of tugs, arriving Monday from Kenosha to be rebuilt and put in first class order for next season's work.

The propeller John B. Lyon will go into Miller Bros' drydock, to receive new steel arches and other necessary repairs.

The V. O. T. Company's tugs A. G. Van Schaick and Union were placed in Miller Bros' drydock, on Saturday, for general repairs.

The following transfers of vessel property for 1887 have been recorded at the custom house here: January 3, schooner John Kelderhouse, bill of sale, whole, Wm. H. Alley and Hattie G. Stockton to Henry A. Christie and Lyman Pheltes; consideration, \$10,000. January 5, schooner Lottie Cooper, bill of sale, one-fourth, Thomas Jones to Harry Smith; consideration, \$1,900. January 6, tug L. B. Johnson, bill of sale, five-twelfths, Margaret Gorman to Jacob Johnson; consideration, \$1,500; January 12, tug W. L. Ewing, bill of sale, whole, Chicago sand and gravel company to J. S. Dunham; consideration, \$1,500. January 13, schooner Commerce, bill of sale, one-half, Ephraim Nelson to Edward Mullen; consideration, \$1,000.

BAKER.

MARINE CITY.

Special to the Marine Record.

All of the Black line barges of the Toledo and Saginaw Transportation Co.'s boats are laid up here except the steambarge Curtis which is at Port Huron.

The barge Marine City is getting new stern, new plank sheer, stanchions, rail and part of new deck; the barge Boscobel and steambarge D. F. Rose also get a general overhauling. The latter will get a new \$5,000 boiler in the spring. Captain Cass Saph sails her. Dr. Parker owns the Rose, Boscobel and Marine City. If genuine push, energy and good judgment count, this tow will make a million the coming season. The steambarge Turner is here. Captain Scott will make some minor repairs. The barge Holland has been thoroughly calked over topsides; the steambarge Birchhead calked all over and some boiler work done; barge Joseph calked all over.

One of the Black barges is loaded with salt; also, the barge Jane Ralston. They were both intending to go down last fall, but got left.

Steambarge W. H. Gratwick will be the John Pringle next year and pass into new hands. The veteran captain, John Pringle, will command her, and owns a share, one-fourth, I think.

The steambarge George King is at Port Huron for extensive repairs. It is supposed she will carry iron ore next season and that her tow will go with the Sicken and the Teutonian and some other barge go with the King in the iron ore trade.

Captain David Lester has just returned from Saginaw from the salt association meet-

ing. Captain John Michael also attended the meeting. The popular craze now in Marine City is "gas." Not that windy stuff the sailors let off in the winter, but good simon pure, natural gas. They think that by going six or eight hundred feet below what they call the salt strata, they will get gas to make the salt. What the poor folks who own the coal mines are going to do if they get gas is a conundrum.

The Marine Engineers' Beneficial Association, of this city, will give their annual ball on February 17. Invitations will be issued in a few days. Association No. 53 recently elected its officers for the ensuing year, as follows: President, Harry Stone; vice president, Andrew Mannion; treasurer, Robert Monn; rec. secretary, Charles J. Love; cor. secretary, George Butler; financial secretary, John Leitch; conductor, Sidney Jones; chaplain, Gustave Guy; doorkeeper, Nels. Gullett; delegate, Harry Stone; trustees, George W. Merrill, Edward Arnold, Christian Monn. This association has been organized less than a year, but now has a membership of thirty-seven, which number, it is expected, will be increased to fifty before the opening of navigation.

Captain John Mitchell is in Bay City on business connected with the building of his new boat.

Captain Morley is building a new boat, about 280 feet keel. Will get the dimensions some time later. She will be a daisy if good work counts.

GLASS.

BUFFALO.

Special to the Marine Record.

The freshet that flooded the 13th ward has subsided, but the ice which went down Buffalo creek did considerable damage to vessel property. The barge Annie Vought lying at the Union shipyard was torn from her moorings and hurled with great force across toward the fleet of line boats lying at the New York Central warehouse. She first struck the bow of the western line propeller Fountain City, which was lying outside the Vanderbilt, and broke her loose. Passing aft the Vought struck the propeller Idaho, which lay alongside the Buffalo, also breaking her loose. The Idaho's rudder stock broke in two, both pieces dropping on the deck of the Vought. All three vessels drifted rapidly down to the Michigan street bridge stern on. The Fountain City struck the bridge draw near the middle, but did not displace it. The Annie Vought lies next and is crowded between the bridge and the other two, while the Idaho is against the Ohio street shore, her stern half way across the approach to the bridge draw. The Idaho has lost her rail aft; what other damage she has received could not be discovered. The Vought is considerably injured, her stern is smashed some distance down and she is doubtless otherwise crushed. She appears to be in position, however, to be readily released if the ice were away. The Fountain City lies against the Ohio street dock, and the stern of the Idaho is driven so hard between her and a clump of piles that her timbers have crushed through the Fountain's bulwarks and made quite a large breach at the foot of the staircase. The Idaho has in turn been crowded over against a second clump of piles until her bulwarks are considerably bent inward, though they may resume their normal shape when the pressure is removed. The boats are said not to be leaking. The vessels have been connected with the shore by a number of long hawsers, and lying there high in air. Tugmen are of the opinion that the ice will have to be cut away and the vessels removed before the spring floods come, or there will be more trouble. But even the chief damage is apparently sustained by the bridge. The approach is hurled out of place down stream, the iron truss is bent and broken, and the whole structure, so far as the approach is concerned, is a wreck. The draw does not appear to be damaged.

There will be a new board for vessel inspection appointed this winter and it is thought that many vessels will be rated down.

It is said that R. Mills & Co. foresaw the scarcity of timber when they began on their steamer last fall and tried to get around it by contracting for just about twice as much as they needed. They expected to get about what they would want, but they say they will hardly do that even.

The first movement in the lumber business appears to have been made last week. One or two large charters have already been made and others are pending.

Among the repairs going on here is the compounding of the engines of the propeller D. M. Wilson. Work amounting to several thousand dollars is to be done on her.

The Buffalo custom house report shows that the year's collections are about \$100,000 greater than during 1885. This large increase at a single port of entry gives an idea

what a surplus the country will soon have to deal with if steps are not taken to reduce taxation.

PORT HURON.

Special to the Marine Record.

The schooner Geo. W. Davis, that went ashore last fall at Bayfield, Ont., will be out of the drydock in a few days, as good as new. She will be an A2 vessel, if not better.

The river has been full of ice for a few days so that the G. T. R. Ferris could not run, and the passenger ferry Conger had to lay up also.

The Owl Club held their last meeting on board the schooner Dan Allen. The meeting was called to order by Captain Bill Curtis. The first order of business was to find out who wrote the article to the Record. If he could be found the club would give him a rest on the lift of the President (not Grover Cleveland). A committee was appointed to examine Captains Lew Young, John Buzzard, and Engineer Pete Phinney to see if they could pass to the first degree of the night owls. Captain Holland had to be excused this time on account of a severe cold, caught on a trip down the toboggan slide. We are in hopes he will have one of his favorite songs for the next meeting, which will be held on the schooner Doyle or the S. B. Forester.

Captains Thomas Fish, E. S. Post, M. V. Elliott, E. J. and H. J. Kendall are building the finest toboggan slide in the state. It is to be opened the first cold snap.

Captains Dan Sinclair and H. E. Runnel, are about to purchase a steambarge to tow their two barges, the W. W. Stewart and E. E. Tyson. If they succeed Captain Dan will command her.

The schooners A. T. Bliss, Ida Corning, and T. H. Caboon are receiving an entire calking at the Wolverine drydock.

RUBENZY.

ASHTABULA HARBOR.

Special to the Marine Record.

J. P. Devney is overhauling the schooner Monterey, giving her new cants aft and forward, all new ceiling from the bilge keelson down to the main keelson on the flat of the floor, part new rail and some new stanchions, stringers and bulwarks. The tug Red Cloud is receiving new deck frame, new tow post, new decks and all new cabin. Frank Bugbee is doing the work for Captain Fields. McKennon and Brothers are overhauling the machinery. The tug will come out as good as new in the spring.

Mr. McKinzie is overhauling and building some new docks, for the Ashtabula and Pittsburgh railroad company.

The Record says the Pennsylvania Company will erect some new and improved dock machinery here this winter, one of which will be apparatus for unloading seven hatches at once. This will be erected in the slip. They will also put up a new coal loading machine. The contract for building the machinery for this work has been secured by Messrs. McKinnon Bros.

A syndicate of railroad men are planing the extension of the Shenango & Allegheny railroad from Greenville to Jamestown. At Greenville the road now connects with the Nypano and with the Erie & Pittsburg. By an extension to Jamestown a connection would be made with the Lake Shore road. The distance between Greenville and Jamestown is only six miles and it is probable that the proposed construction will be commenced as soon as the Shenango & Allegheny, which is now in the hands of a receiver, is sold and reorganized. Thereby both the Shenango & Allegheny and the Lake Shore would be greatly benefited. It would open up to the latter extensive coal fields in Mercer and Butler counties, Pa., and give to the former another outlet for its coal products to the lakes. There are also a large number of iron mills and furnaces along the line of the S. & A., and by the extension they would be directly connected via the Lake Shore with Ashtabula Harbor. When the connection is made ore shipments from the port will be greatly stimulated. The Shenango & Allegheny is operated in connection with the Mercer Mining Company, and both are owned by English capitalists, who themselves are discussing the construction of an outlet to the lakes.

J. P. Devney is building a small tug 48 feet over all, 11 feet beam and 4 feet 6 inches depth of hold. He is building the tug for sale. She will be first class.

A RARE OPPORTUNITY.

FOR SALE AT A BARGAIN.

Will sell or exchange for a good freight propeller 1,500 acres of virgin pine, very heavy timber, in one of the greatest timber districts in the south; it is situated in Emanuel Co., Georgia, and on a navigable river, having a thousand acres on one side and five hundred on the opposite bank. It is guaranteed by a state official to cut 15,000 ft. to the acre. The title is perfect coming from the state in 1795. For further particulars address,

M. HUBBE & CO.
Steam Vessel and Yacht Agency, No. 65 Wall St., N. Y., or Pine Land No. 126 Main St. Buffalo, N. Y.

The Marine Record.

THE FOG.

BY MARSHALL SPRING PIKE.

On the lakes, were you ever caught
out in it?
When you couldn't find your right way, a-
bout in it?
When its density, smothered your
shout in it?
And the night came with darkness and
doubt in it?
"Frequently"—said the captain.
Then the horns and the steam-whistles
blew in it;
And ships jibing and tacking sail
saw in it;
And luff up, or keep-off, high or
low in it;
For all aboard feel how little they
know in it.
"We were there"—said the mates
The old beacons nearby are un-
seen in it;
And no islands or points show their
green in it;
While outside and inside and be-
tween in it.
Weary vessels pass on that have
been in it.
"All on watch"—said the crew.
In the galley's hot stove pot, meats
cook in it;
Where the water boils up like a
brook in it;
And you kiss the white steam when you
look in it;
Which hides out in each room and dark
nook in it.
"Don't I know?"—said the steward.
On the shorelands, folks are born and
bred in it;
Who toil days, and o' nights go to
bed in it;
Where fond lovers woo, win, and are
wed in it;
Live and die, and are laid with their
dead in it.
"Strange, yet true"—said the people.
But the brave old mariners who
sail in it;
Half in fear, for their ships often
quail in it;
For too faithful and venturesome, they
fall in it;
And are lost. None are left to be-
wail in it.
"She's insured"—said the owner.

GENERAL NEWS.

Captain Jarvis Patton, late commissioner of navigation, is engaged in formulating a uniform registry system for the merchant tonnage of the world.

Captain Donahue has contracted the Mollie Spencer for log towing at Ashland next season. She will leave Duluth as soon as navigation opens.

The Canadian Marine Association has resolved to ask the Canadian government to continue next year the reduced canal tolls for wheat, and also to include timber.

The statement that the Dominion government had decided to revert to the old system of licensing foreign fishing vessels is declared to be utterly without foundation.

Captain Campbell, lighthouse-keeper at Burlington beach, has been presented in the Hamilton council chamber, with the honorary testimonial of the Royal humane society.

Now the Canadian government has taken to seizing fishing-craft owned by its own subjects who buy their supplies in Yankee ports. The snake encircled by fire sung itself to death.

Chas. McIntosh, pilot of the steamer Greyhound, who had his papers suspended for thirty days by Inspectors Cole and Fitzgerald, has appealed his case to the supervising inspectors at Detroit.

The House committee has agreed upon a river and harbor bill amounting to about \$8,000,000. The secretary of war had thought that \$10,000,000 would be the correct figures, while the engineering bureau suggested \$30,000,000 as the sum which might profitably be spent for this purpose in the next fiscal year.

Gen. O. M. Poe has made new plans and estimates of the proposed new ship canal at Sault Ste. Marie. He says the work is the "largest of the kind in the world," and thinks it will cost \$4,731,865. This recommendation is not likely to be acted upon by the present Congress. The appropriation for the canal by the House in this year's bill is \$18,750.

The great international bridge to be erected over the Sault rapids will be 2,500 feet in length, with 350 feet spans, and will cost a round million of dollars. Bids are being advertised for now for its construction. It will be built and delivered here all ready to place upon the piers and bolt together. It is to be ready for trains to pass over it by Jan. 1st, 1888.

A new cruiser has been ordered, amongst other vessels, by the United States government. She is to be armed with dynamite guns, a new invention to which the naval department has arranged to give a trial, and should it come up to the estimate of its inventor, it is expected to be the most powerful engine of maritime warfare in existence.

The work of sinking the shafts for the St. Clair tunnel is being pushed with all possible energy, and is making favorable progress. On the Canadian side of the river the shaft has been put down sixty feet, and on the Michigan side a depth of forty feet has been reached. The soil is a stiff and compact blue clay; and is most favorable for the work.

The mills have already sold for delivery in 1887, 1,220,000 tons of steel rails. In 1886 there were about 8,000 miles of steel rails laid in the United States. In 1887 there will be 10,000 or 11,000 miles laid. Rails were at \$40 a ton Saturday, and will go higher. Some orders are going to England, because American mills cannot take any more. The talk about the Interstate commerce bill checking railroad building is all bosh. Nothing can check it. It is natural increase.

The yacht which is to be built by Mr. Allie Ames this winter is on a model furnished by Edward Burgess of Boston on Goble and Macfarlane's yard, Oswego, will be, when finished, one of the finest of our lake craft. Her dimensions will be about as follows: Length of keel 37 feet; beam 12½ feet; draft 5½ feet; length of spar 40 feet. Her dimensions are such as to keep her in the second class and at the same time it is thought she will be speedy enough to make the big ones hustle to keep out of her way. The model combines the good qualities of the Puritan and Mayflower, both of which were built by Burgess.

An official trial lately took place at Gravesend of the last new torpedo boat, built by Yarrow & Co. for the British Government. A continuous run of two hours was made, during which were six runs of the measured mile. The average speed during the entire run was 22.39 knots per hour. The highest speed on two of the mile runs was 23 knots per hour, or about 26½ miles per hour. Length of the boat, 125 ft.; beam, 13 ft.; mean draught, 3 ft. 4 in.; load carried, 10 tons; vibration, practically none; circle, 80 yards in 59 seconds; steam pressure, 140 pounds; highest revolutions per minute, 411.

A special to the Buffalo Evening News says: The schooner Maggie Palling, a small craft sailing in the interest of the Alaska commercial company, hunting seals near Pebaloo islands, went ashore in Behring sea on the night of January 10th. She was commanded by Miss Calm McDonald, the pretty eighteen year old daughter of the late Captain McDonald, who died six months ago, and had a crew of two men. One of the men was washed overboard before the schooner struck, and the remaining sailor, after a hard struggle, reached land. In the morning a relief party put out for the wreck, only to find the form of Calm McDonald hanging to the wheel, where she had been crushed nearly to death by a falling spar.

As a careful estimate of the Continental naval armaments by the English admiralty, the articles by Sir Edward Reed on the navies of Europe, in Harper's Magazine, deserve attentive study from every one who would understand the relative maritime equipments of the great powers. The January portion of this subject was devoted to the French navy. The forth-coming February number concludes the matter with a review of the Italian, Russian, German, Austrian, and Turkish navies. Their comparative strength proves to be in the order we have given them. The explanation of each nation's peculiar method of naval construction shows the reason why Italy ranks third among the European navies, following England and France, and leading Germany and Russia. The illustrations are very complete and strong.

USEFUL FACTS FOR STEAM USERS.

The following figures, taken from the Liverpool Journal of Commerce, will be found of use for ready reference in calculating the amount of fuel used, saved, or wasted by an engine of boiler in the usual working year of 300 days of 10 hours each, and also in a working year of 300 working days of 24 hours each, such as is the customary run of establishments working 144 hours per week. Each pound of coal per hour per horse power amounts in 300 10-hour days to 1-33928 gross tons of 2,240 pounds each, and in 300 24-hour days to 3-21428 gross tons. Each half pound of coal per hour per horse power is 0-23482 gross tons per year of 300 10-hour days, or 0-80357 gross tons per day of 300 24-hour days. Each eighth pound of coal per hour per horse power is 0-16741 gross tons per year of 300 24-hour days. The gross tons of 2,240 pounds avoirdupois is given in these calculations. To reduce gross tons of 2,240 pounds to net tons of 2,000 pounds, multiply by 1-12 or divide by 0-8928, whichever is more convenient; and conversely, to reduce net tons of 2,000 pounds to gross or legal tons of 2,240 pounds, divide by 1-12 or multiply by 0-8928, according to convenience. In the application of the foregoing figures, suppose a condensing steam engine to develop 175 horse power with forty pounds initial pressure above atmosphere with a coal consumption of 34 pounds per hour per horse power, and that by increasing the initial pressure to 60 pounds by the gauge the work was 185 horse power, with a coal consumption of 24 pounds per hour per horse power, the saving per year of 300 10-hour days is 0-66964 gross tons for each horse power, or 6-6964—126-2834 gross tons, and the saving per year of 300 24-hour days is 297-32 gross tons.

AMERICAN SHIPPING.

The convention of the American Shipping and Industrial League met in Washington on the 18th, at Willard's Hotel. Seventy-five delegates representing nearly all the states and territories were in attendance. In the absence of General McKee, the president of the League, Ambrose Snow, first vice president, called the convention to order. General Joseph Wheeler, of Alabama, was elected President for the ensuing year to take the place of General McKee, who in a letter which was read at the meeting declined the election. With this exception the old officers of last year were re-elected. After the transaction of routine business, Secretary Charles A. Hill, of Washington, explained the origin and work of the League, and Mr. Alexander R. Gotteler, of West Virginia, spoke of the prestige of American shipping. Congressman Dingley, of Maine, made a stirring address at the session, urging national aid and encouragement to our declining merchant marine. The primary cause of the decline in American shipping can be traced to the great revolution in marine archi-

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, J. D. 21, 1887.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Jan. 20, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage.		Home Port.
				Gross.	Net.	
SAIL VESSELS.						
106 451		Sc.	Alton,	88.83	84 39	Empire City, Oreg.
157.185		Sl.	Daisy V.,	5 66	5 38	Norfolk, Va.,
95.901		Sc.	Helena T.,	7 24	6 88	Shields' oro, Miss.
145 449		Sl.	Two Sisters,	6.68	6 35	Patchogue, N. Y.
126.406		Sc.	Cal a.		37.86	Burlington, Mass.
14.451		Sc.	Eatie F.,		8 42	do do
140,863		Cat.	Laura E.,	6 03	5.72	Patchogue, N. Y.
140 864		Sl.	Leader,	11 43	10.86	San Francisco, Cal.
150.389		Sl.	Porpois,	6.87	6 53	Pensacola, Fla.
116 136		Sl.	S Winsatt,	8 01	7 61	Georgetown D. C.
STEAM VESSELS.						
3 363		St. p.	Blanks Cornwell,	232 40		Louisville, Ky.
140.862		St. s.	Lily,	11.53	8 28	Wilmington, N. C.
UNRIGGED VESSELS.						
31.487		Barge	Boaz,	124 82	118 58	New York, N. Y.
55 568		Barge,	Ruth,	174 56	165.84	do do
61.111		Barge	Vigil,	155.29	147 53	do do

C. B. MORTON, Acting Commissioner of Navigation.

itecture which occurred thirty years ago, when iron took the place of wood and steam the place of sails in the construction and navigation of ocean vessels. Great Britain's wealth of coal and iron and her fostering care of English shipping interests since 1855 through subsidies and the removal of every burden of taxation on ships and shipping interests, have given her merchant marine supremacy over every other country of the world. Unless something was done to create ship-yards and ship building in this country, a few years would witness the entire obliteration of the American merchant marine.

Other addresses were delivered advocating the passage of the Neg free bounty bill, and in opposition to the Dunn free ship bill. The convention then adjourned till next day.

LITERARY NOTICES.

THE ATLANTIC.—Mr. Lowell's five-page poem, "Credidimus Jovem Regnare," will undoubtedly be the first thing to which readers of the February Atlantic will turn. In it Mr. Lowell, half seriously, half humorously, expresses the belief that the former days of faith were happier than these of speculation. The poem abounds in clever hits, and will be read with great interest. John Greenleaf Whitier also contributes a poem entitled "A Day," and William Winter, one named "Perdita." The first part of an unusually well-to-do and amusing story, called "The Lady from Maine," seems to indicate that the Atlantic has again been fortunate enough to hit upon a hitherto unknown writer of good short stories. The two strong serials, "The Second Son," by Mrs. Oliphant and Thomas Bailey Aldrich, and "Paul Pa off," by F. Marion Crawford, are continued, and Mr. Fiske has a paper on "The Federal Convention." The Blue-Jay is minutely and brightly described by Olive Thorne Miller, and "A Glance Backward," by Susan Fenimore Cooper, contains reminiscences of her father and his work; while William Chauncey Langdon tells about "An Experience on the Island of Capri." The longer reviews are full, and are devoted to Brooks Adams's "Emancipation of Massachusetts," and Lowell's "Democracy, and Other Addresses," and an article by Harriet Waters Preston considers recent volumes by Vernon Lee and W. S. Lilly. The Contributors' Club and Books of the Month complete his number of the magazine, which, by the way, appears in new and elegant type. Houghton, Mifflin & Co., Boston.

HARPER'S MAGAZINE for February is a peculiarly strong number, being freighted with three serial stories, any one of which would be an extraordinary feat, four richly illustrated descriptive articles, a short story by Grant Allen, and an attractive variety of short poems, one of them from Cowley's "The Mistress" being charmingly illustrated by Abbey and Parsons. The striking frontispiece, "Moose Hunting by Jacklight," is one of Mr. Frost's brilliant illustrations to the paper on "Moose Hunting," by Henry P. Wells. Charles Dudley Warner describes the Bayou Teche country of Southern Louisiana, known as "The Acadian Land," and his fellow traveler, the artist W. H. Gibson, beautifully illustrates his text. Mr. Howells's new novel, "April Hopes," begins with every assurance of excelling even his high standard. The conclusion of Sir Edward Reed's survey of the continental navies of Europe carefully measures the naval strength of Italy, Russia, Germany, Austria, and Turkey. A dozen illustrations, four of them full pages, picture the essential characteristics of these rival armaments. The war correspondent, Frank D. Milley, contributes a sequel to his illustrated description of Summer life among the Cossacks in the January number. "A Winter Campaign with the Cossacks" contains several thrilling and curious passages. The author's drawings render his article doubly interesting. The eleventh part of Blackmore's novel, "Springhaven," rapidly progresses toward the close of Nelson's splendid career. Two instalments more will complete this unique story.

BUFFALO HARBOR IMPROVEMENT.

There appears to be some doubt as to the advisability of the proposed appropriation of \$10,000 or more to the improvement of Niagara river, and on inquiry it appears that the project was not well understood. Captain Thomas Maytham said that he could see no particular reason for deepening the river channel. He certainly had nothing against it, he said, but the present trade, so far as he was aware, was quite well accommodated by the thirteen feet of water now afforded. So far as he remembered there were not more than two or three times in a season that the water was made too low by storms for the regular barges to pass down. He thought that any lumber barges coming here could go down the river. He had certainly taken down such large ones as the B. F. Bruce and the W. S. Crosthwaite.

"But if the channel were deeper could not larger vessels take lumber to Tonawanda?" Captain Maytham thought it was not considered the best policy to put lumber into heavy draught vessels. Our lumber barges drawing eleven or twelve feet were quite deep enough. It was more expensive to load deeper vessels; beside, the lumber, if

thrown down into sixteen-foot holds, was likely to be damaged. Of course Tonawanda could not expect to secure any other trade and her efforts must be entirely in the interest of her lumber trade.

As to the propriety of taking some action here to sustain the efforts of Major Farquhar in securing an appropriation according to our needs, Captain Maytham agreed that something should be done. As a member of the Lake Carriers' Association he was willing to introduce a resolution to that effect, and he thought other bodies should do something. The Lake Carriers already had some important questions to take up at the next meeting. Captain Maytham did not wish it to be understood that he had asked them to help him secure redress against Duluth for the wheat shortages of the Newburgh. He was ready to fight his own battles and had not asked any help. What had been done was a proposition to him by another member to take up the question in the meeting. The Newburgh was short about one hundred bushels on one cargo and about two hundred bushels on another.

He was, apparently, more interested in a general way to secure co-operation on all such questions. Here is the vexed subject of salvage. What could be more sensible than for the Lake Carriers to appoint a committee, and it ought to be a strong one, for the arbitration of all such matters? This body now contained very nearly all the Buffalo vessel interests, and had a good many members out of Buffalo. They should settle their differences among themselves, as the Merchants' Exchange does. Such a movement ought to lead to the fixing of rules for all salvage cases.

Mr. James R. Smith, the new president of the Merchants' Exchange, is a member of the Tonawanda lumber firm of Smith, Fassett & Co., and therefore competent to speak on the matters in question. He explained that the proposed appropriation was nothing new. There had for a longtime been a desire to survey the river and see if improvements to the course were not possible. There was shallow water near the dummy lighthouse that prevented the passage of the larger draught vessels. It was not urged that the deepening of this channel would be of any account in the Saginaw trade, for those vessels can not get into Saginaw harbors, but with ports farther up, as for instance, Green Bay, it was different. Sometimes vessels running to Chicago and failing to get loads there could bring back lumber from Green Bay if they could get to Tonawanda. But Mr. Smith did not hold that it was necessary to suppose that Tonawanda would urge the blasting out of this channel. A survey would settle the feasibility of that plan. It was asked that some work be done at Tonawanda. He believed that the government had never spent but \$1,500 on Niagara river's improvement.

Mr. Smith expressed himself as quite ready to move in the Merchants' Exchange any measure for securing larger harbor appropriations. At present the new trustees have not organized far enough to be much of a working body, but they hope to do so this week. He saw the force of the argument that Major Farquhar can do comparatively little, with all his energy unless some action is taken here to show that he is carrying out the wishes of his district. Without a good backing here his activity will look not entirely unlike a mere effort to secure personal popularity, which the Major happens to stand in much less need of than Buffalo does of repairs to her rickety breakwater.

Ald. McMaster spoke yesterday very much in the same vein. The breakwater should be rebuilt, and Buffalo people ought to go to work and secure the means. He had always been sorry, personally, that the seawall property was not given to the Buffalo Creek Railway. He admits that he voted against the grant, but he did so because he believed his constituents wished him to. What Buffalo ought to do at once was to put herself in position to utilize all that portion of the lake front now lying useless. Build up the breakwater and let some railroad down to the sea wall, and you would see long rows of wharves built out in the shallow lake to a navigable depth, and where in the world is there a better place for lumber yards? There is no use of taking lumber to Tonawanda by lake barges. The canal boats come here and they should load here, and here the lumber docks ought to be. Had Buffalo moved in the right direction they would have been here now.—*Buffalo Express.*

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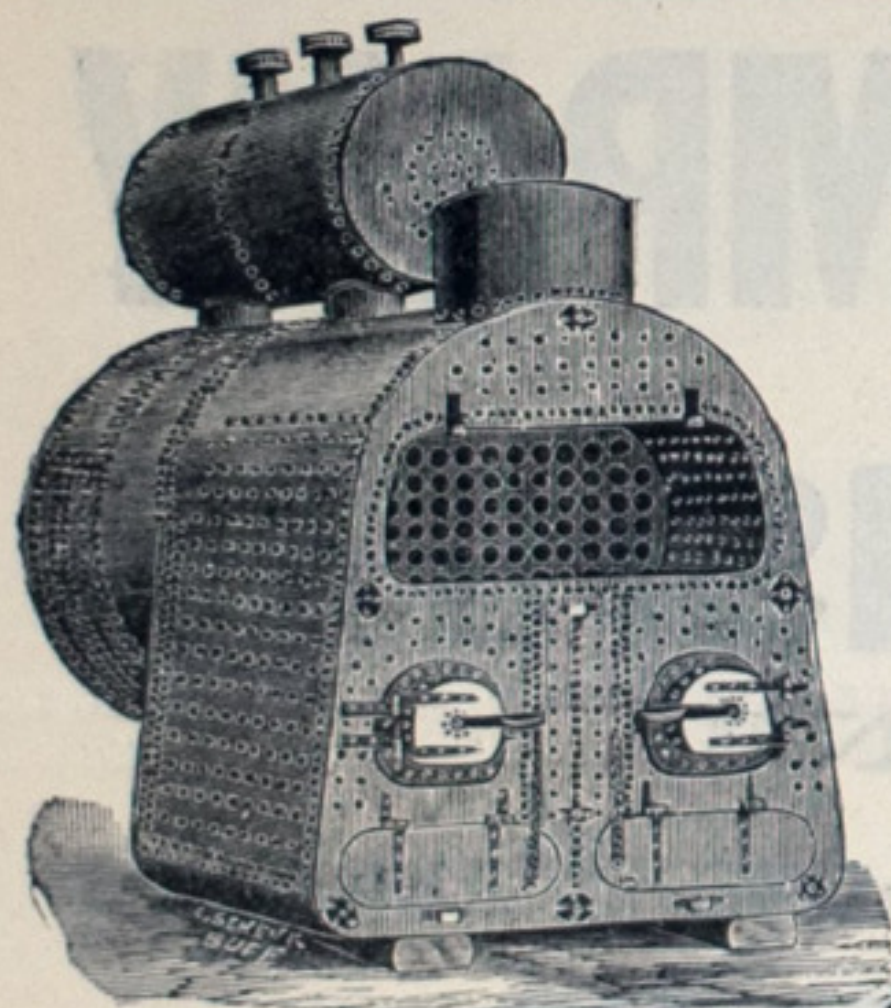
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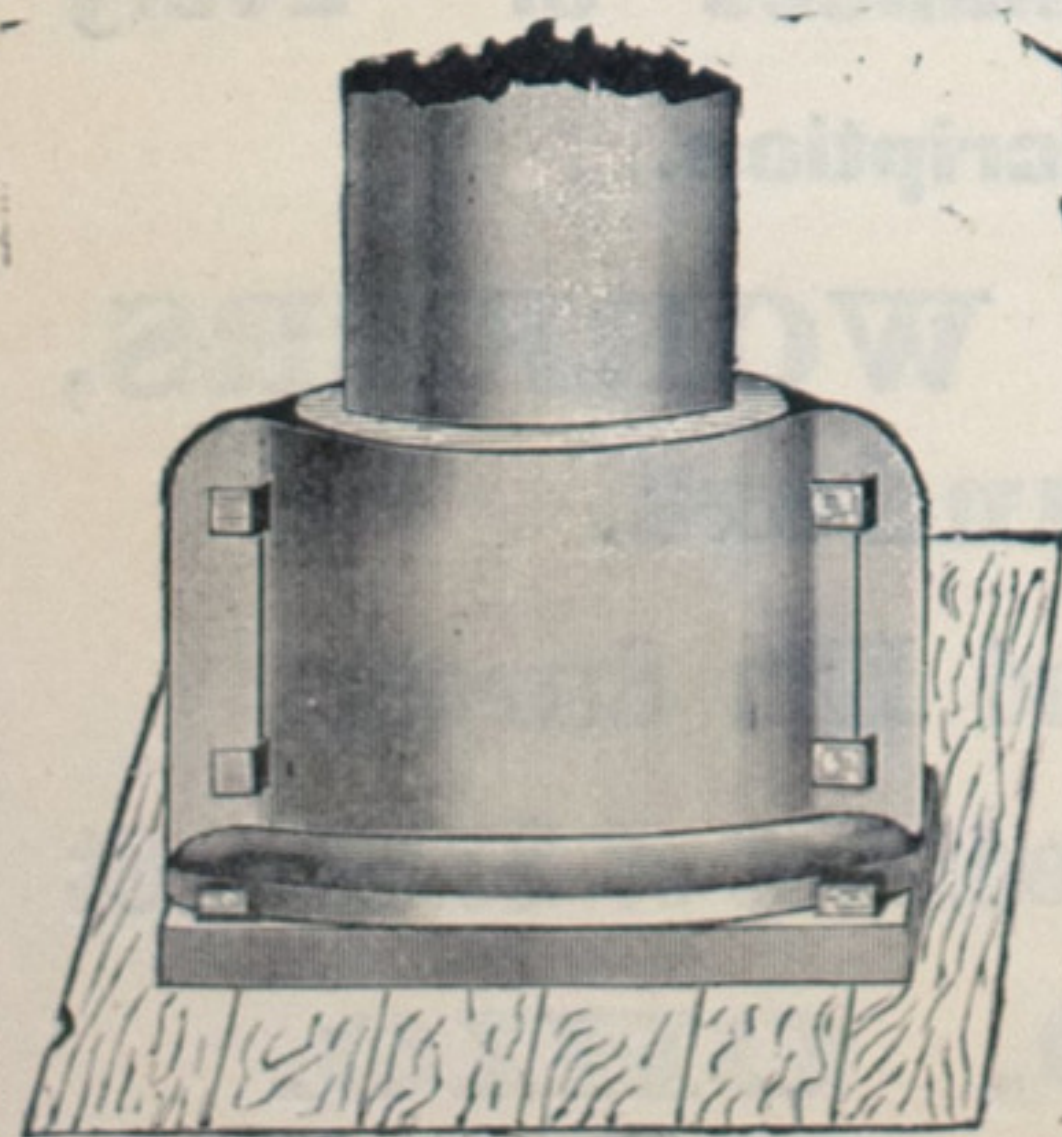
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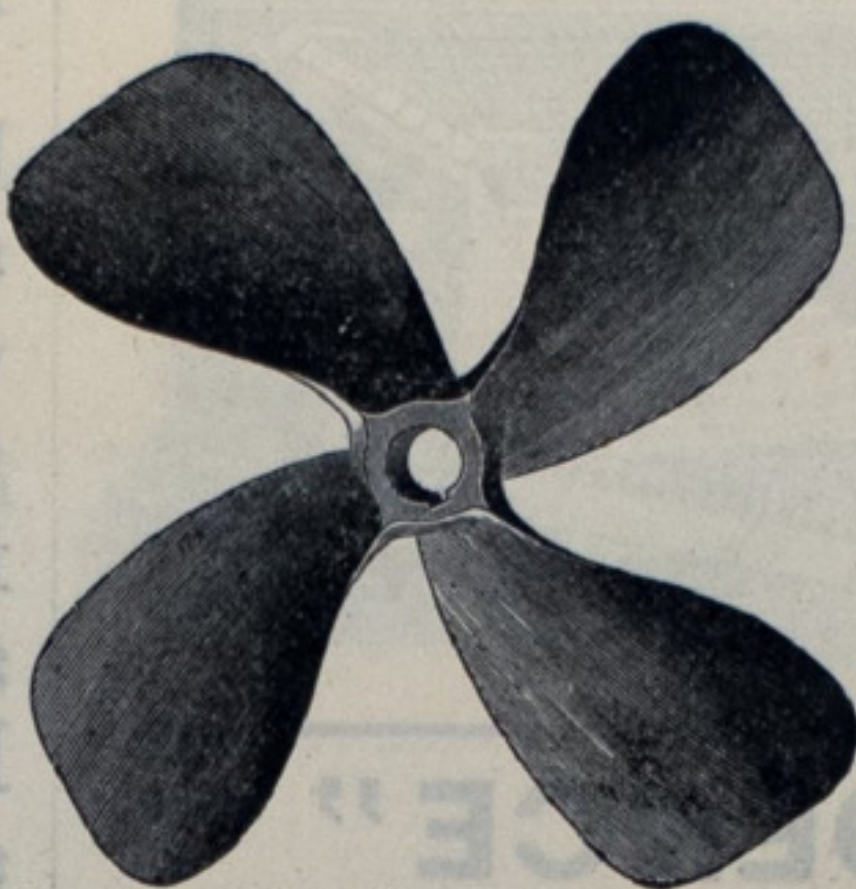
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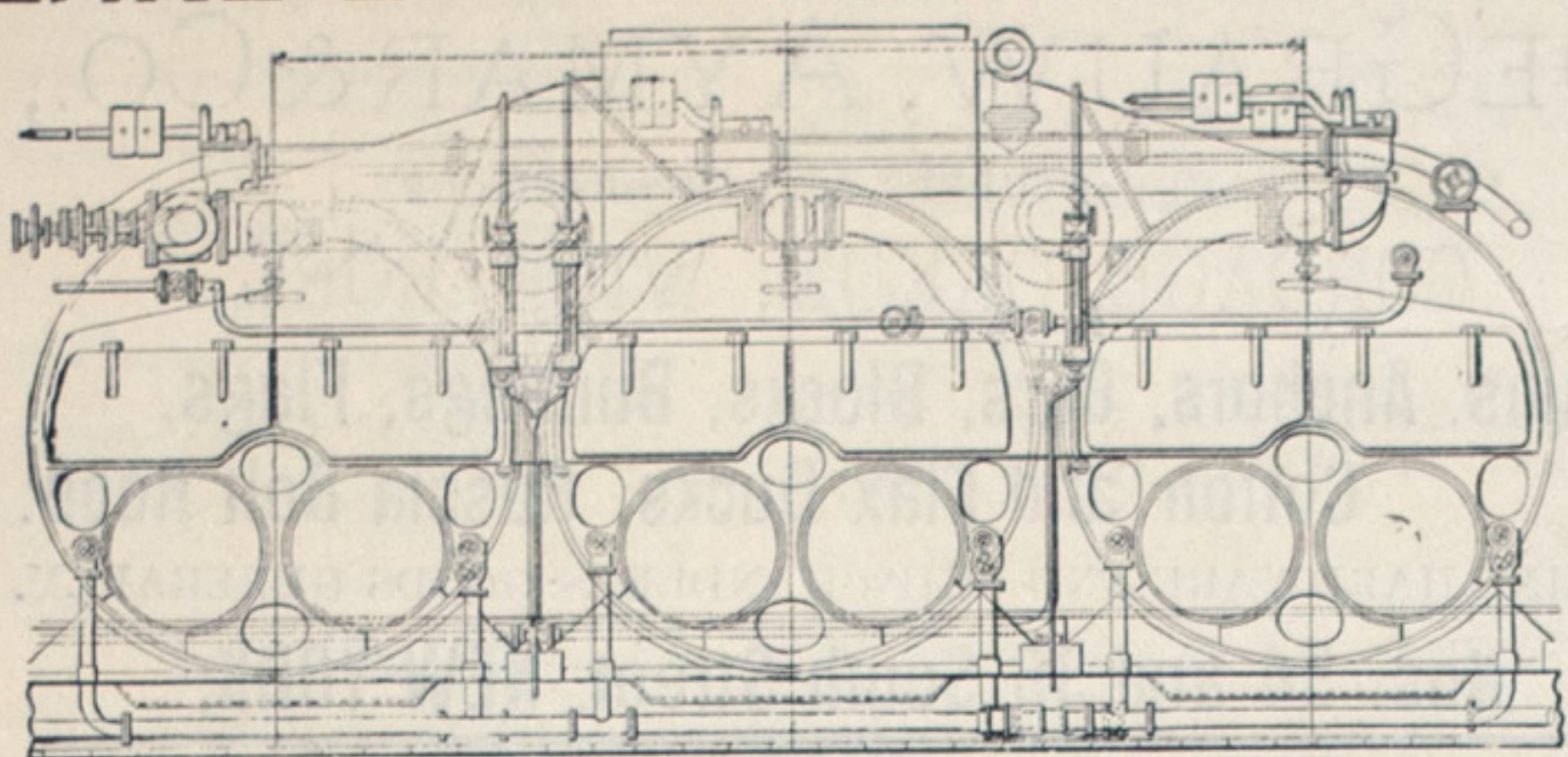
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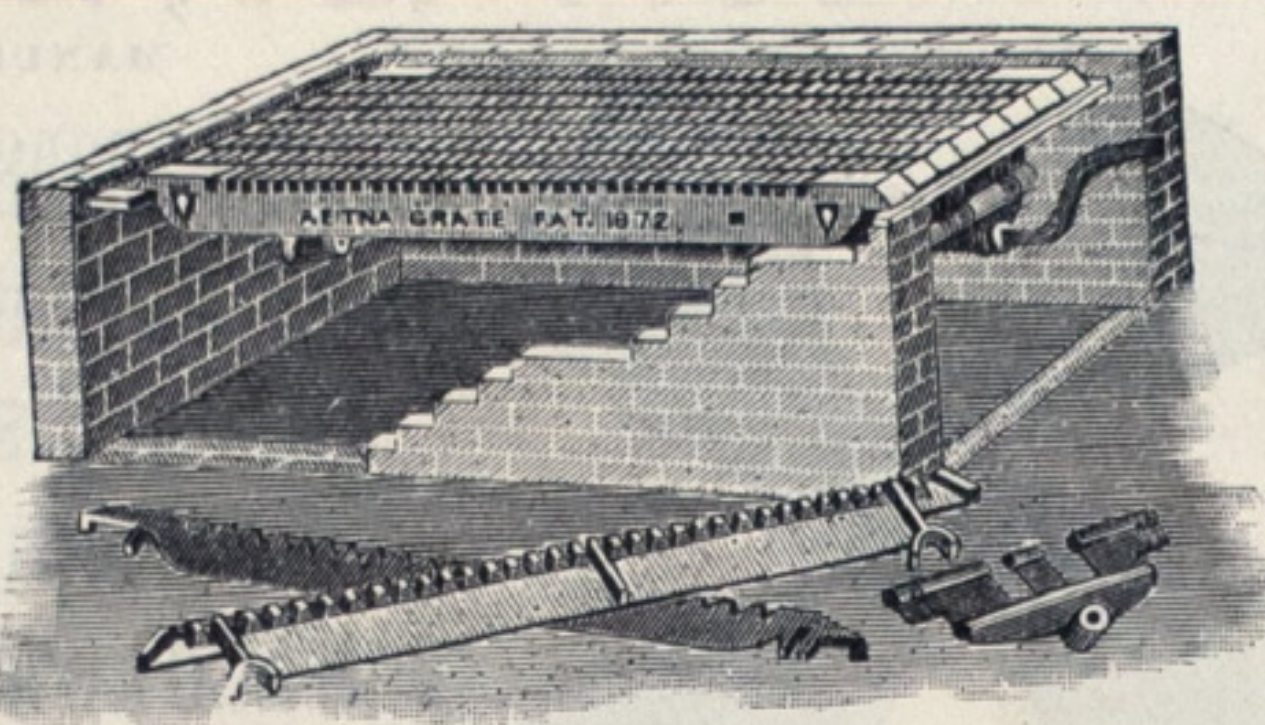
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